4 September 2020

TfNSW Reference: SYD19/00599
Council Ref: 2017SWC141
PP_2019_CUMB_002_00

Planning Panels Secretariat
Locked Bag 5022
Parramatta NSW 2124
Suzie.Jattan@planning.nsw.gov.au

Attention: Suzie Jattan:

Dear Ms Jattan,

PLANNING PROPOSAL: 1 CRESCENT STREET, HOLROYD

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above proposal referred by the Sydney Central City Planning Panel in correspondence dated 22 July 2020, in accordance with Section 3.34(2)(d) of the *Environmental Planning and Assessment Act 1979* and the Gateway determination issued on 17 July 2019.

The planning proposal seeks to amend the planning controls for the subject site within Holroyd Local Environmental Plan 2013 (HLEP 2013) to facilitate mixed use development, predominantly comprising residential dwellings with supporting neighbourhood retail, commercial and community land uses.

The proposed amendments include:

- Rezoning the site from B5 Business Development to 4 zones comprising R4 High Density Residential, B4 Mixed Use, RE1 Public recreation and SP2 Infrastructure zone.
- Increasing the maximum building height (HOB) from 15 metres to a range of between 32 metres to 96 metres.
- Increasing the maximum floor-space ratio (FSR) from 1:1 to a range of 3.4:1 to 4.2:1.
- A requirement to prepare a site-specific development control plan to support the Planning Proposal.
- The maximum amount of floor space for 'retail premises' permitted on the site being limited to no greater than 7,500sqm GFA.
- Limiting the use of the ground and first floor levels of buildings located in the B4 Zone with frontage to Woodville Road to non-residential uses.
- The provision of affordable housing.

TfNSW has reviewed the submitted documentation and advises that the planning proposal in its current form cannot be supported as there are significant matters that still require addressing at this stage of the process to reduce safety and efficiency impacts on the network.

TfNSWs' detailed comments that underpin the rationale for this position are provided at **Attachment A** for the Planning Panel's consideration. We would be happy to meet to discuss our comments with the Panel should this assist.

If you have any questions or further enquiries in relation to this matter, Ilyas Karaman would be pleased to take your call on 0447 212 764 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

Colin Langford
Director, Land Use, Networks & Development
Greater Sydney Division

Attachment A: TfNSW Detailed Comments on 1 Crescent Street, Holroyd

TfNSW provides the following comments for consideration, to be addressed at the Planning Proposal stage.

Transport Impact Assessment

Traffic modelling

Comment

The Aimsun traffic modelling undertaken to support the Planning Proposal has been assessed by TfNSW and we note the following key issues:

1. The latest design upgrades at the intersection of Woodville Road / Parramatta Road / Church Street appear to be different from that adopted by the proponent's traffic consultant (TTPP) at the time of their assessment. For example, there are four southbound traffic lanes on Church Street approaching Parramatta Road adopted by TTPP. TfNSW would be happy to provide details on the intersection works to ensure accuracy in the revisions required.

2. The modelling methodology adopted by TTPP is not considered to be appropriate given the required model calibration was undertaken at a mesoscopic level only. Therefore, the intricate operation along Woodville Road between the Crescent and M4 off-ramp is not expected to be an appropriate representation. Other operational details such as irregular lane utilisation observed on Woodville Road northbound is not likely to be represented, which is evident in the intersection performance results below, which show that;

    a) Congestion on Woodville Road in the base case appears to be underestimated with only 10 seconds of delay reported in the TTPP memo in the AM peak.

    b) Outputs below also indicate that the Project Case has severe impacts on the M4 off-ramp resulting in an average delay of 353 seconds with the development, in comparison to an average delay of 204 seconds with the TfNSW upgrades.

(LOS outputs from the AM peak are extracted from the document - 'Appendix 19 - Traffic and Transport Response to RMS - April 2020').

3. Other inconsistencies with the proponent's traffic modelling relating to the Parramatta Road westbound include:

    a) The travel time in the PM peak Base Case, which is estimated to be 70 minutes for a 1.4km section (from James Ruse Drive) which equates to an average speed of less than 1.5km/hr. Even with the improvement the travel time the in the Project Case being forecast to be 44 minutes equating to an average travel speed of less than 2km/hr, this appears to be unrepresentative of the expected network conditions.

    b) The Parramatta Road WB travel time in PM peak appears to improve from approximately 49 minutes in the Intersection Upgrades scenario to ~44 minutes in the TTPP Project Case. No explanation has been given as to how a scenario with the same intersection layouts for Parramatta Road /

Woodville Road but with additional development traffic would result in an improvement of approximately 5 minutes in travel time.

4. It is unclear whether the Aimsun modelling assessment has updated the future traffic forecast based on more recent data since the earliest investigations were undertaken back in 2015.

5. The October 2019 TTPP TIA appears to have adopted a slightly different land use projection compared to the two previous versions. There is an increases of approximately 505 sqm of commercial floor space and a subsequent uplift in the car parking requirements. However, different trip generation rates appear to have been used, which results in an overall net reduction of 50 vehicular trips with no justification.

Recommendation

TfNSW has provided the proponent (17 August 2020) with specific comments regarding the Aimsun Model and Modelling. Refer to **Attachment B**. It is recommended the Aimsun Modelling be revised so that the inconsistencies and the above issues are adequately addressed in a revised Transport Impact Assessment (TIA) for further review. The revised TIA should accurately reflect any impacts from the proposal and ensure that any improvements from the proposed upgrades by TfNSW are not diminished as a result of the proposal.

Access Arrangements

Comment

1. A total traffic generation of peak hour vehicle trips per hour (vtph) of 635 and 952 in AM and PM peak respectively was used to assess the traffic generating impact of the planning proposal on the adjacent road network. . However, it is noted the total retail traffic generation of 922 PM vtph (based on a rate of 12.3 trips per 100m^2) and 461 vtph AM (based on 50% of PM peak) has been heavily discounted to 549 PM vtph and 274 vtph AM trips based on the following:

   a) A 20% reduction factor is applied to the above trip rates for retail and office uses to account for trips, which will be contained within the site boundary.

   b) A 28% of retail generated trips will be “pass-by” trips (i.e. the new development is an intermediate stop on a trip that is made from an origin to a destination). This assumption is adopted from *Guide to Traffic Management Part 12: Traffic Impacts of Development* Commentary 8 – Linked Trips.

   TfNSW advises that former Roads and Maritime Services commissioned updated trip generation surveys of small suburban shopping centres in 2018 (i.e. less than 10,000m^2 GFA). As part of this trip generation surveys, vehicles were counted entering and exiting the surveyed sites, which means that linked trips were additional trips confined within each surveyed site. . For example, for the Glenwood Shopping Village (less than 10,000m^2 GFA), identified a trip rate of 12.7 trips per 100m^2 and linked trips were additional trips.

   Further, the 28% discount for “pass by” trips are still trips that will enter and exit the subject site and result in additional turning movements at the driveway, as well as additional turning movements at the intersection of Woodville Road/Crescent Street. For example, a motorist instead of heading in the

southbound through carriageway of Woodville Road may instead turn right into Crescent Street to do shopping, which will add to the vehicle queue for this right turn movement and should be assessed.

2. There are significant concerns with regards to the proposed limited capacity of the channelled right hand turn treatment on The Crescent and its potential impacts including that it may have a queue spill back onto Woodville Road.

   The queue on The Crescent from Woodville Road signals is likely to queue past the proposed access point and therefore the opportunities for vehicles to turn into this driveway/proposed will be limited and create an unacceptable safety issue.

Recommendation

The traffic generation rates for the retail land use should be updated accordingly, or sufficient justification to the satisfaction of TfNSW provided for the heavy discounting of the retail vehicle trip rates.

The proposed location for access near Woodville Road on safety and efficiency grounds cannot be supported. Should the proposal proceed, the proposed access would be required to be located towards the western edge of the property to ensure that the queue spillback does not impact on the wider road network.

Impact on TfNSW Project Upgrades

Comment

1. TfNSW is providing a $30 million upgrade under the Parramatta Congestion Improvement Program, which includes recent fast track completion of the eastbound M4 exit ramp to Church Street in response to the history of high number of crashes (77 crashes in 6 years) resulting in 14 serious injuries including 1 fatality. Any delays arising from the development after the project upgrades on the State road network including M4 ramps may result in major road safety and network efficiency issues.

   The modelling shows a severe impact on the M4 off-ramp resulting in an average delay of 353 seconds with the development, in comparison to an average delay of 204 seconds with the TfNSW upgrades.

2. TfNSW' project upgrades (refer to Attachment D) under the Parramatta Congestion Improvement Program will achieve a 2 minute improvement for Church Street southbound in the AM peak. The planning proposal would nullify the gain in travel times due these improvements would have achieved, and add a further 3 minutes - making it worse than the current base case scenario.

3. Model results from the database provided for the development shows that in the AM Peak there is a 6 minute increase for 1.4km eastbound route at Parramatta Road. As the maximum travel time for this route is approximately 16minutes. This would equate to approximately 40% increase in travel time for the development.

4. The assessment of the Aimsun modelling, reveals the proposal will likely have a significant traffic impact on the State Road network, given the constrained road

environment and location at the immediate vicinity of the intersection of Parramatta Road, Woodville Road and Church Street and the M4 ramps.

Recommendation

Should the proposal proceed a reduction in the development yield, particularly the retail component of 7500 square metres which will generate higher trips in the AM and PM peak Is required.

Adequate contributions towards improvements/upgrades to any loss of the network efficiencies from the TfNSW upgrades as a result of the Proposal must also occur.

Suitability of the proposed B4 Zone

Comment

Despite the proposed 7500sqmcap on retail, the current proposed B4 Mixed Use zone permits full scale supermarkets which can be a large attractor, contributing to the high traffic generation from the site. It is recommended that if it is to proceed, to minimise the traffic impacts from the proposal the B4 Mixed use Zone be substituted with the B1 Local Neighbourhood zone. This would be more appropriate and in line with the master plan vision for a neighbourhood retail centre, as it would limit a supermarket to that of a 'neighbourhood' size, being a maximum of 1000sqm, helping reduce the potential traffic impacts.

A B1 Local Neighbourhood Zone will still offer an opportunity to improve the level of retail services on offer to local residents and serving the shopping needs of people living in the local community.

Recommendation

Should the proposal proceed, the proposed B4 Mixed Use Zone should be replaced with the B1 Local Neighbourhood Zone with "Office Premises" permitted as an additional use in this zone.

Proposed Pedestrian Bridge

Comment

The planning proposal does not provide any details, timing or firm commitments to improve pedestrian connectivity to and from the site to encourage the mode shift to public transport. Whilst, the Planning Proposal does recommend improving the pedestrian connectivity across Woodville Road to improve the connectivity and safe access to Granville Station.

TfNSW has a medium-to-long term option to promote active transport and improve connectivity to Granville Station and bus stop on the eastern side of Woodville Road via provision of a pedestrian bridge. Preliminary investigations have identified constraints to achieving this outcome, and TfNSW is happy to work with the developer to investigate the feasibility of these options prior to the further consideration of the planning proposal, to encourage a mode shift away from private vehicles to public transport.

TfNSW advises that enhancement of the pedestrian connectivity/active link to Harris Park station should be considered as part of the Planning Proposal.

Recommendation

Should the proposal proceed and following the above feasibility assessment, it is recommended that a Pedestrian Bridge across Woodville Road be provided at no cost to Government. The funding mechanism should be identified, addressed and agreed prior to the making of the plan.

It is recommended that enhancements of the pedestrian connectivity/active link to Harris Park station be considered as part of the Planning Proposal.

Future Road Reservation acquisition

Comment

The site is affected by a future Road Reservation acquisition, which would affect a portion of the site. The reservation is an additional impact (refer to **Attachment C)** over and above the recently completed acquisition. This impact has been outlined and communicated to the owners of the site. Both parties are working together cooperatively on this basis.

Recommendation

Given the proposed site will be impacted by the future Road Reservation, Building E2 (planned as 22 storeys) and Building F (28 storeys) will need to be relocated west up to 20 metres.

Attachment B

TfNSW Operational Traffic Modelling Team Review and Comments

1 Crescent Street, Holroyd Aimsun Model and Modelling Assessment Technical

The following sections comprise a summary of TfNSW operational traffic modelling team's review of 1 Crescent Street, Holroyd Aimsun Microsimulation Modelling and supporting documents, prepared by The Transport Planning Partnership (TTPP).

Note the review and comments as provided by Transport for NSW (TfNSW) relate specifically to the Traffic modelling and does not represent a full assessment of the planning proposal including the proposed amendments to planning controls and the proposed mix of land uses.

The specific documents and traffic model(s) provided for the review are outlined in Table 1.

Table 1: Reviewed material

Material	File name	File description
Aimsun models	Base for revision.ang	Base year model files
	Base for revision_Roadupgrade.ang	Base year model files including proposed upgrades at Parramatta Road/ Church Street and the M4 eastbound exit ramp at Church Street
	Base for revision_Roadupgrade v2.ang	
	Base for revision_Project Case.ang	Base year model files including proposed upgrades at Parramatta Road/ Church Street and the M4 eastbound exit ramp at Church Street and proposed upgrades as Crescent Street.
Response Letter	Appendix 19 - Traffic and Transport Response to RMS.PDF	Response Letter for TfNSW Comments
Attachment 1- Technical Note	Aimsun Modelling Report	Technical Note outlining the Aimsun modelling details
Attachment 2 - Correspondence	Additional Traffic Matters	Assumptions and Background context
Attachment 3 - Correspondence	Correspondence with Urban Growth	Letter outlining likely traffic generation

Table 2 provides a summary of review comments.

Table 2: Summary of review comments

Item	Section / Issue	Comment	Priority (major, medium, or minor)
Response Letter Review Files: Appendix 19 - Traffic and Transport Response to RMS.PDF			
1	Comment	As identified in the Response Letter, Roads and Maritime identified that the TIA did not consider a multimodal assessment. Mode share details are not included in the Response Letter. For the purposes of this review, the assumption that all additional trips generated are private car trips has been considered appropriate as it relates to a conservative approach.	Noted
2	TTPP Response- Micro model calibration and validation	TTPP has undertaken microsimulation (micro) model runs. The PRCUTS model was developed and calibrated and validated as a mesoscopic model. To utilise this model as a micro model, further calibration and validation is required. It is anticipated that the same level of calibration and validation may not be achieved as compared to the mesoscopic (meso) model. The micro model calibration and validation should be discussed in the Technical Note for the proposed study area of this project i.e. the three key intersections assessed as part of this development assessment. It is recommended that the median seed results for the Base micro model be compared to the Base RDS available. It is also recommended that the calibration and validation criteria for microsimulation models as defined in the Roads and Maritime Traffic Modelling guidelines be adopted for the study area.	Major
3	TTPP Response- Travel time results discussion	Clarification is required on the reported travel times. Are these referring to the average of the two-hour peak periods or the peak hour travel times.	Minor
4	TTPP Response, Travel time results discussion	A 6-minute increase seems high for a 1.4 km eastbound route at Parramatta Road. Model results from the database provided for the Project case show that in the AM peak the maximum travel time for this route was approximately 16 minutes. This would equate to approximately 40% increase in travel time for the Project case.	Medium

Item	Section / Issue	Comment	Priority (major, medium, or minor)
		It is recommended that a further detailed discussion is included in the Response Letter as to what is causing this increase in travel times.	
5	Level of Service Comparison	Table 5 (AM) and Table 6 (PM) have the same results for Base Scenario. It is recommended that tables be updated with latest results.	Minor
6	Level of Service Comparison Tables	Parramatta Road Eastbound approach is reported for the Parramatta Road/ Church Street intersection. Clarification is required if this is referring to the M4 exit ramp? Alternatively, this could be a typo and is meant to be Parramatta Road Westbound? It is recommended that tables be updated with latest results.	Minor
7	Level of Service Comparison Tables	The results note that average delay at the M4 exit ramp increases by approximately 2.5 minutes in the AM Peak with the proposed development traffic. The difference between the Base and the Project Case delays at the exit ramps is approximately 1 minute. This implies that with the Project Case i.e. with the development traffic the performance of the M4 exit ramp can deteriorate to Base Case levels, noting that Project Case includes upgrades to this M4 exit ramp. It is recommended that further discussions regarding the impacts on the M4 exit ramp be included in the Response Letter especially for the AM peak period.	Medium
Technical Note Review Files: Attachment 1- Aimsun Microsimulation Modelling Technical Note			
8	Background	The detail of the residential units has been provided in this section however, the scale of the retail and commercial activities is provided in Attachment 2- Additional transport Matters. It would be easier for the reader if this information were provided in one consolidated document.	Noted
9	Assumptions	'Auburn' is spelt incorrectly as 'Aulburn'	Minor
10	Assumptions	TTPP have assumed that the model is calibrated and validated to acceptable standards. As discussed in comment 2 above, this is not a valid assumption. The PRCUTS model was developed, validated and calibrated as a mesoscopic model.	Major

Item	Section / Issue	Comment	Priority (major, medium, or minor)
		It would be recommended that consistency checks are undertaken to confirm if the performance of the micro simulation model is consistent with those of the mesoscopic model. See Comment 2 for recommendations.	
11	Modelling	The Response Letter or the Technical Note does not identify the median seed that has been used. It is recommended that the median seeds adopted for both peak periods be nominated in the report.	Minor
12	Scenarios	It is noted that the proposed completion year for the development (future year) has not been nominated in the Response Letter or the Technical Note. Also, the impacts of background growth have not been assessed. It is recommended that discussion on the future year and impacts of background growth be discussed in the Technical Note. TfNSW can provide the future year strategic model runs to establish the growth for this area if required.	Medium
13	Scenarios	It is noted that details about signal timings are not discussed in the technical note. It is prudent to understand what signal timings and phasing are being utilised in the model as it directly impacts the performance of the intersections. It is recommended that discussion on signal settings be included in the Technical Note for each scenario.	Medium
14	Development traffic generation	It is requested that the source of 20% reduction factor for retail trips and AM retail traffic generation to be 50% of the PM peak be presented and discussed in the report.	Minor
15	Development traffic qeneration, Table 2	It is not clear whether the total trips presented in Table 2 include the discount factors mentioned in the dot points above Table 2. Multiplying the development size to the trip rate does not equate to the values presented in Table 2. As an example, multiplying 7,752m^2 office space to 1.6 trips per 100m^2 equates to 124 trips. Further applying discount factors for internal and pass by trips, equates to 64 office related trips. It is recommended that a comparison between the actual demand (based on Roads and Maritime Guidelines trip rates) and discounted demand be presented in the technical note for clarity.	Major

Item	Section / Issue	Comment	Priority (major, medium, or minor)
16	Development traffic generation	This section mentions that the traffic is distributed based on Journey to Work (JTW) data which is consistent with the earlier transport impact assessment. Secondly 2011JTW has been utilised to develop the traffic distribution. It is noted that a more up to date data set (2016 JTW) is available and should be used if possible. Secondly, this area has undergone significant changes since 2011, and travel patterns will have changed since then. Therefore, it might be more appropriate to utilise the trip distribution from the meso model as it is based on relatively newer data sets and travel patterns (2018).	Medium
17	Intersection level of service, Table 5&6	Table 5 and 6 have the same AM and PM peak hour delays for the Base scenario. Please see comment 5 for recommendations.	Minor
18	Intersection level of service	The delays for each approach of each of the intersections assessed have been extracted from the model. However, details on what sections are included in this delay calculations are not included in the Technical Note. It is recommended that a figure showing the sections included in delay calculations be provided in the technical note.	Minor
19	Intersection level of service	Further discussions are required regarding the level of service results. Please see comments 5,6 and 7 for recommendations.	Medium
20	Travel time, Table 7 and Table 8	Reported travel times for a stretch of 1.4 km at Parramatta Road are in excess of 30 to 40 minutes for both peak hours and in both directions. This would equate to speeds of less than 10km/h in both direction for the entire peak period and does not seem reasonable. It is recommended that the reported results be reviewed. It is also recommended density or speed plots be provided in the technical note for all scenarios assessed.	Major
21	Conclusion	No conclusion has been made in this section; it is rather a summary. Also, commentary about the impacts of the development traffic are not concisely discussed in the section. It is recommended that a brief discussion on the impacts of the development traffic specifically be	Medium

Item	Section / Issue	Comment	Priority (major, medium, or minor)
		included in the conclusion section. It is requested that a direct comparison between Project Case and the Intersection upgrades scenario be included.	
Base Model Review **Files:** Base for revision.ang			
22	Microsimulation SRC runs	As outlined above in comments 1 and 10. The Meso model cannot be assumed to be calibrated and validated at micro level. Therefore, it is recommended that the median seed results for the Base micro model be compared to the Base RDS available. It is recommended that the calibration and validation criteria for microsimulation models as defined in the Roads and Maritime Traffic Modelling guidelines be adopted for the study area	Major
23	Model Stability	Model Stability discussions need to be included in the Technical Note.	Major
Intersection Upgrades Model Review **Files:** Base for revision_Roadupgrade.ang Base for revision_Roadupgrade v2.ang			
24	Network Version	Two version for this scenario have been provided. However, v2 matches what has been described in the Technical Note and hence the review has been carried out for v2.	Noted
25	Network Layout	It is noted that the images provided in the technical note are not very clear. In general, the lane lengths etc. could not be reviewed. However, the number of lanes seemed consistent. It is therefore assumed that the correct upgrade layouts have been coded in the model.	Noted
26	Signal settings	It appears that the signal timings have not been altered when compared to the Base Scenario. With additional capacity for the Intersection upgrades scenario, some minor adjustments may be warranted to phase times. As an example (Figure 1) for the AM peak hour model, queues at the M4 exit ramp are observed to reach the M4 motorway however, no congestion is observed at Church Street. Consequently, addtional green time could potentially be allocated to M4 exit ramp.	Minor

Item	Section / Issue	Comment	Priority (major, medium, or minor)
		It is recommended that optimised signal timings (possibly from SIDRA) for the upgraded intersections be utilized in the microsimulation model.	
27	Model Parameters – Look ahead distance	Parameters such as look ahead distance will need to be refined at various locations throughout the model. An example is shown in Figure 2, where the turning traffic (green cars) are in the wrong lane and need to make the lane change decision much earlier. This can be achieved by altering (increasing) the look ahead distance from its default value of 50 meters. It is recommended that look ahead distances be reviewed and updated where required.	Medium
28	Model Results – Travel Time	The results reported in the Technical Note do not match the database and model observations. It has been reported in Table 7 of the Technical Note that travel time at Parramatta Road Eastbound is approximately 50 minutes whereas the model run (seed 28) indicates the maximum travel time of approximately 16 minutes within the AM peak period. In conjunction with comment 20, it appears that there was an error in calculation of travel times. It is recommended that travel times be reviewed and updated accordingly in the Response Letter and the Technical Note.	Major
Project Case Model Review **Files:** Base for revision_Project Case.ang			
29	Network Layout	It is noted that the images provided in the technical note are not very clear. In general, the lane lengths etc. could not be reviewed. However, the number of lanes seemed consistent. It is therefore assumed that the correct upgrade layouts have been coded in the model.	Minor
30	Project Case Demand Matrix	It is understood one-hour project demand matrix has been developed. The one-hour matrix totals to 755 for AM and 994 for PM peak. However, in the report a total of 653 and 952 trips per hour for AM and PM peak respectively are reported. It is noted that this discrepancy should not impact the overall results significantly, however, it is recommended to check the project demand matrix for any manual errors.	Major

Item	Section / Issue	Comment	Priority (major, medium, or minor)
		It is also recommended that details about the Project Case demand matrix development be included in the Technical Note.	
31	Project Case Demand Matrix	Factors have been applied to the hourly Project Case demand matrix to split the hourly matrix into 15-minute intervals for the entire 2 hour modelled periods. Discussions have not been included in the Technical Note on how these factors were determined. It is also noted that 89% of the AM peak hour development traffic has been applied in the first hour and 90% in the second hour. Similarly, for the PM peak 98% is applied for the first hour and 100% for the second hour. It is recommended that clarification and discussions are provided in the Technical Note regarding the methodology used for the demand development for the Project Case.	Major
32	Model Parameters – Look ahead distance	Similar to comment 27, the look ahead distance may need review and refinement at various locations across the model.	Medium
33	Model Results – Travel Time	Similar to comment 28, reported travel times need to be reviewed and updated in the Response Letter and the Technical Note.	Major
Correspondence Review **Files:** Attachment 2 -Additional Traffic Matters Attachment 3- Correspondence with Urban Growth			
34	Correspondence	It is noted that the correspondence provided as Attachment 2 and Attachment 3 is not directly related to micro model development and as such no comments have been raised regarding these two attachments.	Noted

Figure 1: M4 Exit Ramp queues at 8:00 am- Intersection Upgrade Scenario

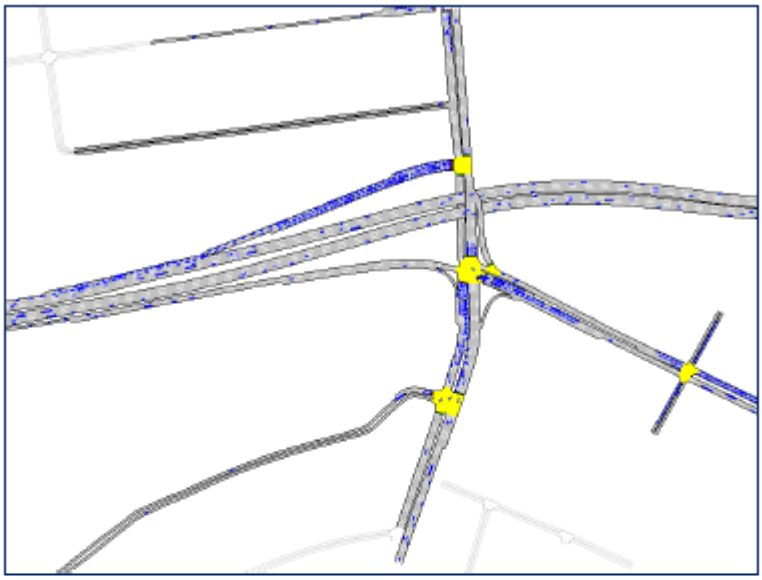
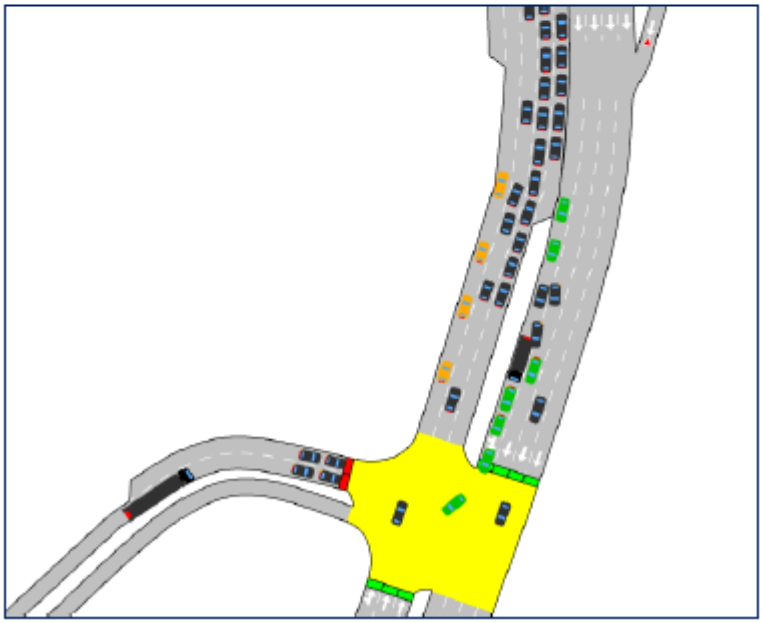
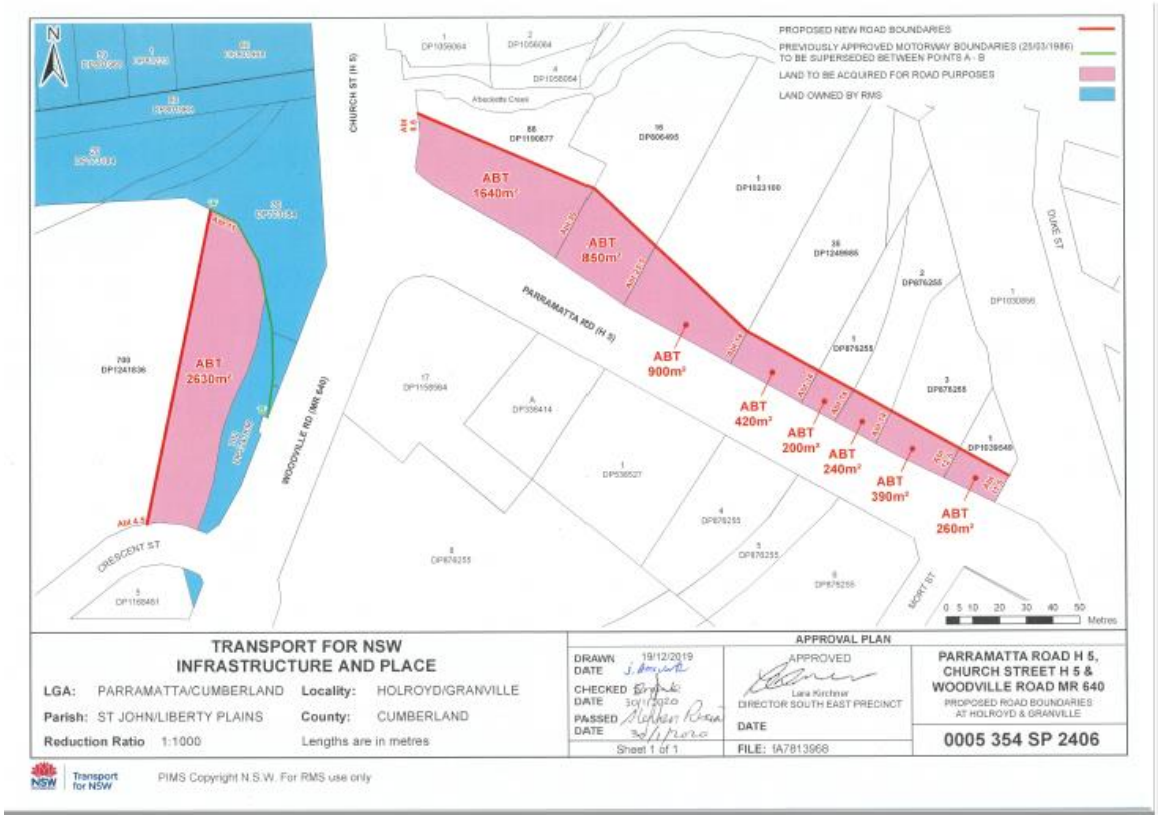


Figure 2: Model snapshot for default look ahead distance parameter



Attachment C - Future Road Reservation



Attachment D

The “Parramatta Congestion Improvement Program” aims to reduce current congestion in Parramatta and surrounding areas by upgrading key intersections.

The approved works under the program include the following:

- Extending the left turn lane from the exit ramp onto Church Street for Parramatta bound traffic.
- Creating a third right turn lane from the exit ramp onto Church Street before Woodville Road and Parramatta Road bound traffic.

The above M4 exit ramp upgrade works have been completed.

Future upgrades of intersections proposed under the current program are in the detailed design phase and have not yet been approved for construction. These include the following:

- creating three through lanes for southbound vehicles along Woodville Road at the intersection of Church Street
- creating and two through lanes for northbound vehicles along Woodville Road at the intersection of Church Street
- adding a dedicated left turn lane from Woodville Road onto the M4 Motorway
- creating dual right turn lanes from Woodville Road onto Parramatta Road
- creating a dedicated right turn lane from Woodville Road onto Crescent Street
- maintaining the dual left turn lanes from Crescent Street onto Woodville Road
- converting the bus priority lane on Parramatta Road into a free traffic lane
- creating a shared through and right turn lane and one dedicated right turn lane from Parramatta Road onto Church Street
- creating three westbound through lanes along Parramatta Road onto the M4 Motorway
- maintaining the dual left turn lanes from Church Street onto Parramatta Road
- changing the southbound kerbside lane on Woodville Road from south of Junction Street to a left turn only onto Parramatta Road.

For further information on the program, refer to the Roads and Maritime webpage: https://www.rms.nsw.gov.au/projects/sydney-west/woodville-rd-parramatta-rd-church-st-intersection-granville/index.html

Your ref: 2017SWC141
Our ref: DOC20/598577

Planning Panels Secretariat
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Attention: Ms Suzie Jattan, Senior Project Officer
suzie.jattan@planning.nsw.gov.au

Planning Proposal – 1 Crescent Street, Holroyd

Dear Ms Jattan

Thank you for the opportunity to comment on the planning proposal for 1 Crescent Street, Holroyd, which aims to amend *Holroyd Local Environmental Plan 2013* (LEP) by rezoning the site from B5 Business Development to B4 Mixed Use, R4 High Density Residential, RE1 Public Recreation and SP2 Infrastructure.

We have reviewed our records and note that the planning proposal will not have a direct physical or visual impact on any heritage items listed on the State Heritage Register.

However, we do note that the proposal has the potential to impact on two Local heritage items listed under Holroyd LEP:

- 'Railway Memorial' (I23), Woodville Road (corner Crescent Street), Granville, and
- 'Vauxhall Inn, circa 1938-9' (I11), 284-286 Parramatta Road, Granville.

As the Planning Proposal Authority responsible for this matter, the Sydney Central City Planning Panel is responsible for the consideration and mitigation of any impacts from the proposal on these items.

If you have any further questions regarding this matter please contact James Sellwood, Senior Heritage Programs Officer, Heritage Programs at Heritage NSW, Department of Premier and Cabinet by phone on 02 9274 6354 or via email at james.sellwood@environment.nsw.gov.au.

Yours sincerely

Alice Brandjes
Senior Team Leader, Strategy
Heritage NSW
3 September 2020

24 July 2020 Our Ref: 145928

Suzie Jattan
Senior Project Officer
Planning Panels Secretariat
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RE: Planning Proposal - PP_2019_CUMB_002_00 at 1 Crescent Street, Holroyd

Thank you for notifying Sydney Water of the abovementioned planning proposal, which proposes to rezone land at 1 Crescent Street, Holroyd (Lot 700 DP 1231836) from B5 Business Development to B4 Mixed Use, R4 High Density Residential, RE1 Public Recreation and SP2 Infrastructure. Sydney Water has reviewed the application based on the information supplied and provides the following comments to assist in planning the servicing needs of the proposal.

Water and Wastewater Servicing

- Sydney Water's servicing requirements for this proposed development are to be delivered under the Notice of Requirements for the feasibility study that the proponent has already lodged with us – CN 145928. Or any future Notice of Requirements.

This advice is not formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our web page in the Land Development Manual.

The development servicing advice provided by Sydney Water is based on the best available information at the time of referral (eg. planning proposal) but will vary over time with development and changes in the local systems. This is particularly important in systems with limited capacity (such as Priority Sewerage Program scheme areas) and it is best to approach Sydney Water for an updated capacity assessment (especially where an approval letter is more than 12 months old).

If you require any further information, please contact the Growth Planning Team at urbangrowth@sydneywater.com.au.

Yours sincerely,

Kristine Leitch
Growth Intelligence Manager
City Growth and Development, Business Development Group
Sydney Water, 1 Smith Street, Parramatta NSW 2150